

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3077

T.H. 5 (W. 7th St.)

S.P. 6201-30

Toronto Ave. to Banfil St.

in St. Paul

Prepared: June, 1965

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DEPARTMENT Highway

STATE OF MINNESOTA

Office Memorandum

TO : T. S. Thompson

DATE: June 21, 1965

FROM : Johan Nygaard

SUBJECT: T.H. 5: S.P. 6201-30; Toronto Avenue
to Banfil Street in St. Paul

This report is transmitted in response to your March 19, 1965 request for 1970 and 1985 ADT, HCADT, and DHV for the project location as shown on the map on page 2. The 1970 and 1985 ADT and DHV have already been transmitted in TAU 380 on April 8, 1965. The HCADT in this transmittal is attendant to the ADT transmitted in TAU 380.

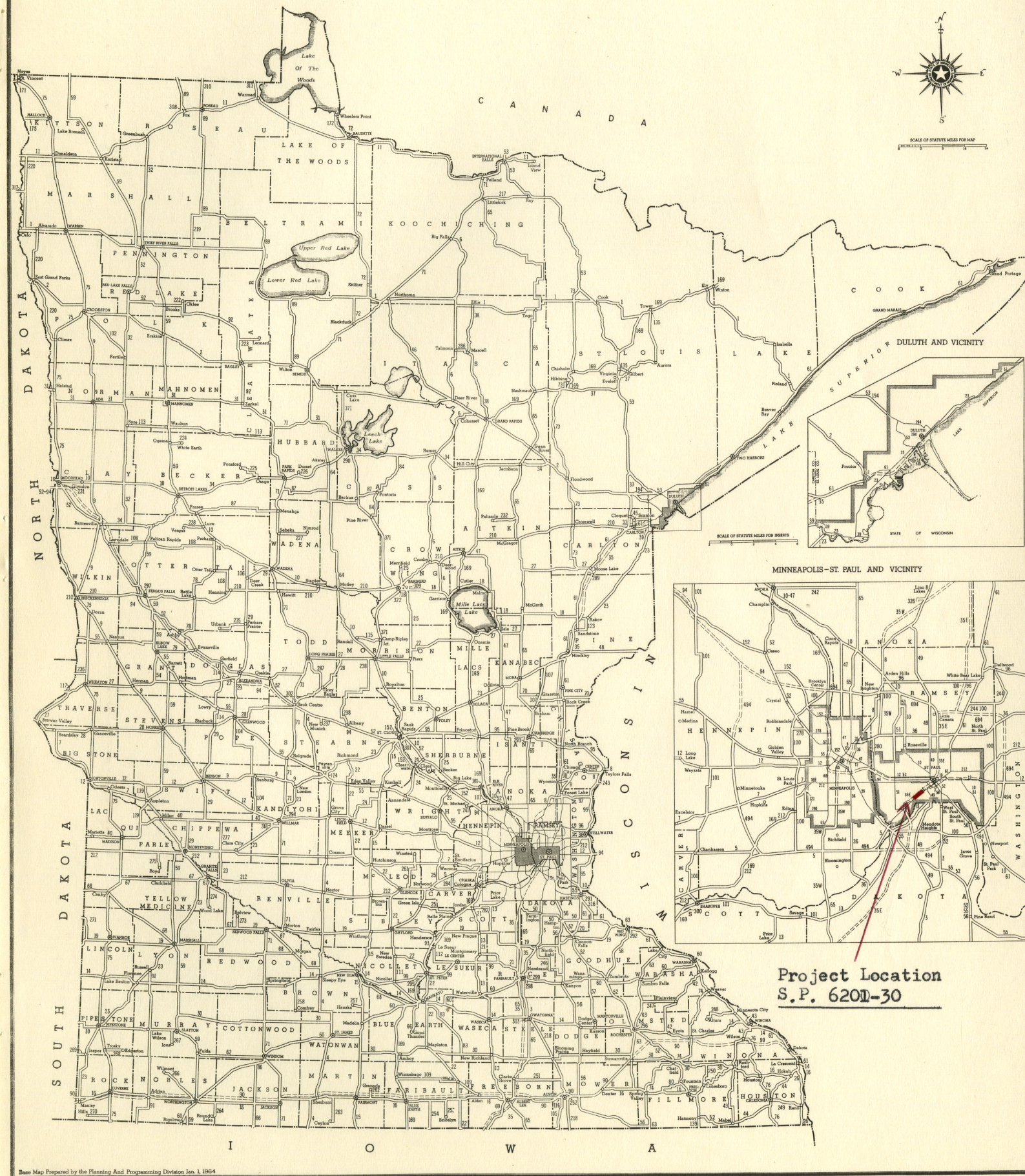
For each segment numbered on the map on page 3, the following 1970 data are tabulated on the forms on pages 5 and 6; for each segment numbered on the map on page 4, the following 1985 data are tabulated on the forms on pages 7 and 8:

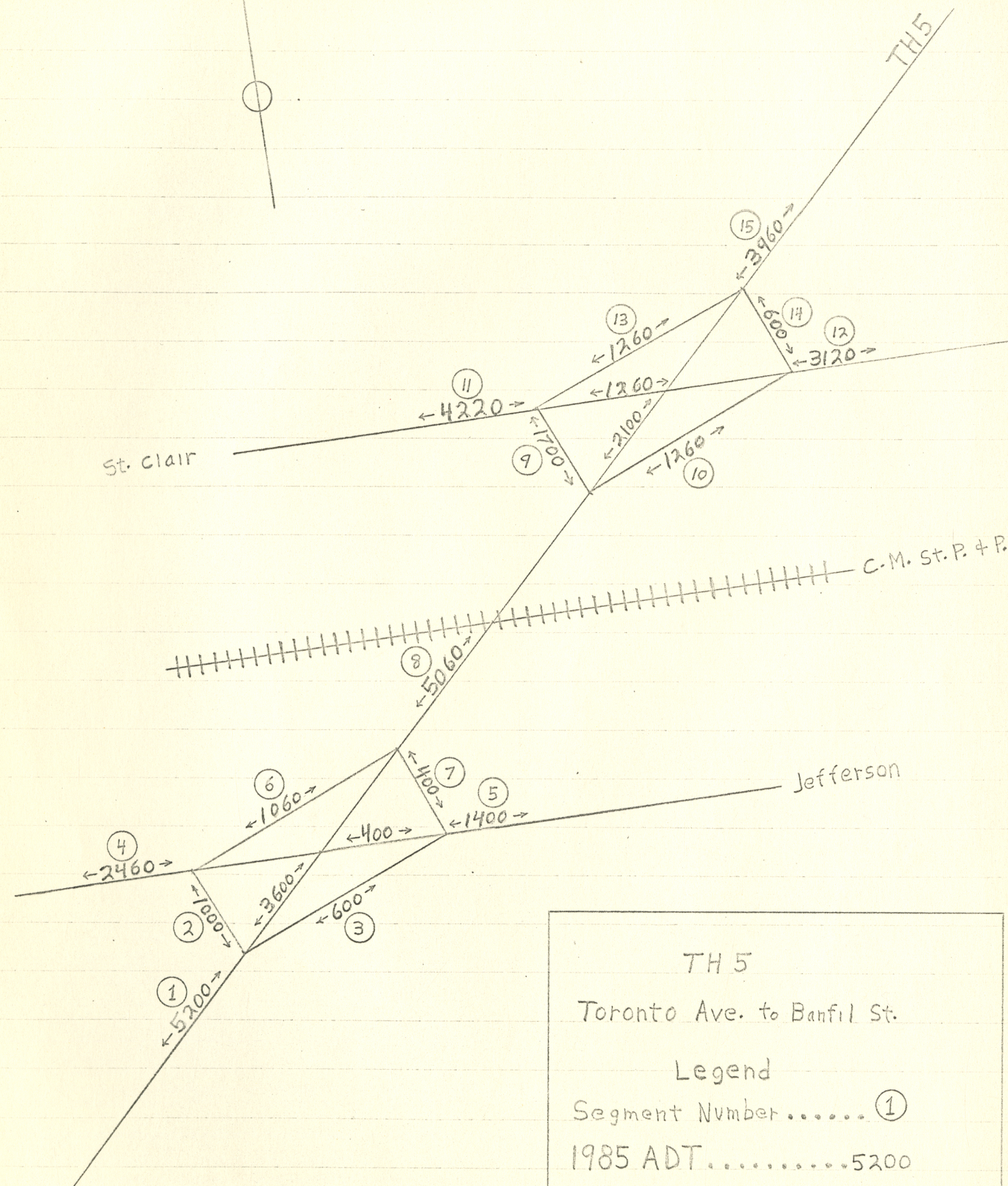
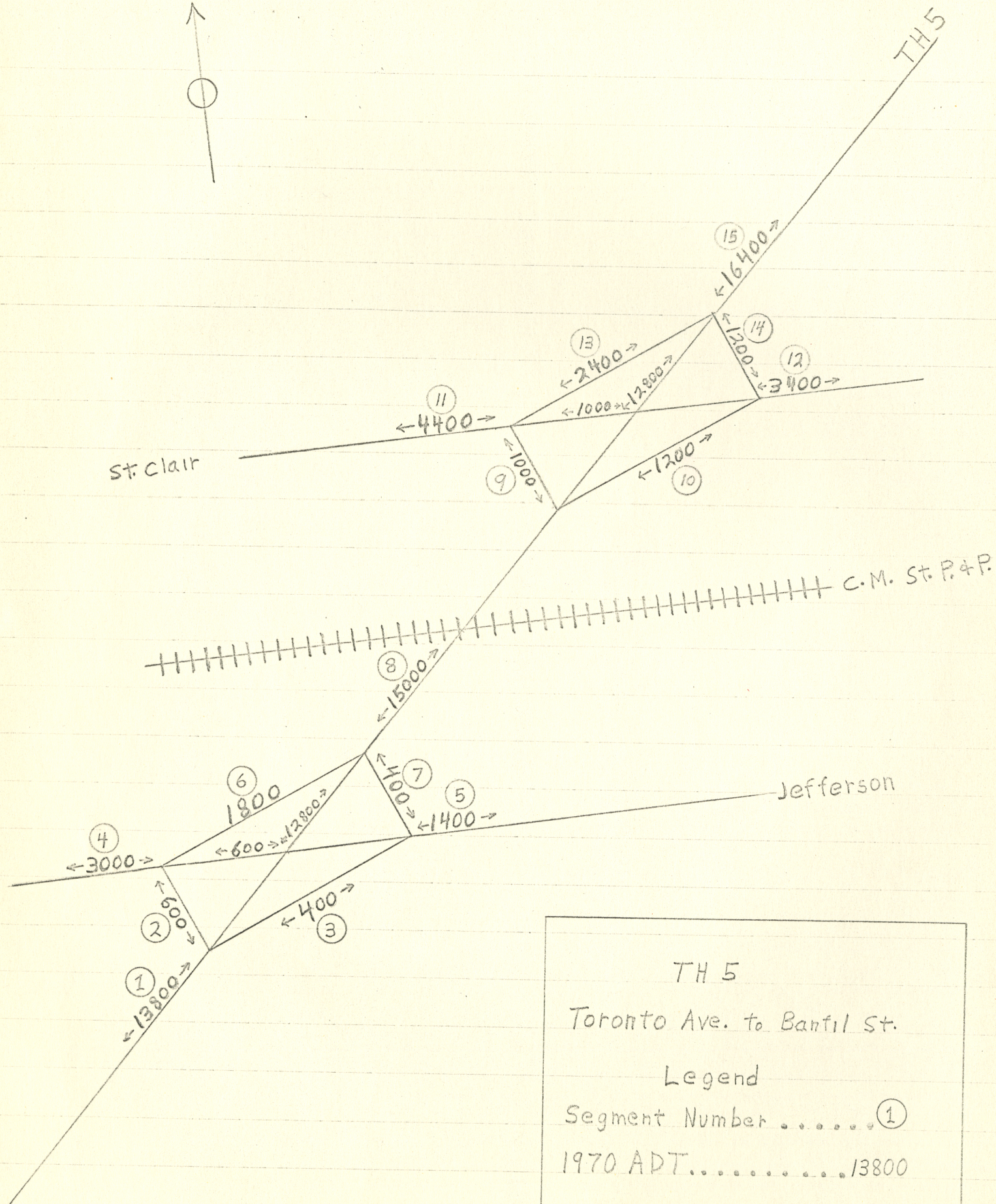
- a. Total ADT
- b. Vehicle Type Distribution
- c. Total Heavy Commercial ADT

Segment 15, which has the highest 1970 ADT, has a 1964 ADT of 15,565. Segment 1, which has the highest 1985 ADT, has a 1964 ADT of 12,415.

This report was initiated by B. L. Warzala for geometrics.

Johan Nygaard

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1970 PART 1 OF 2

FOR

T.H. 5 S.P. 6201-30 LENGTH MILES
COUNTY Ramsey LOCATION From Toronto Avenue
to Banfil St.

BASED ON

1970 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS
DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	12517	572	393	2900	1383	1731	393	13676	924	1174	4090
1	471	24	4	81	11	54	4	501	43	22	148
2	122	2	0	7	0	5	0	125	5	1	15
3	65	1	0	5	0	4	0	68	3	0	8
4	63	0	0	2	0	2	0	65	1	0	3
5	236	0	0	0	0	0	0	236	5	1	18
6	326	1	3	5	6	4	3	329	19	2	118
TOTAL ADT	13800	600	400	3000	1400	1800	400	15000	1000	1200	4400
TOTAL H. COMM. ADT	1283	28	7	100	17	69	7	1324	76	26	310
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1970 PART 2 OF 2

FOR

T.H. 5 S.P. 6201-30 LENGTH MILES
COUNTY Ramsey LOCATION From Toronto Avenue
to Banfil St.

BASED ON

1970 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 15 AS
DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15							
0	3329	2182	1174	14934							
1	60	89	22	547							
2	3	10	1	130							
3	1	5	1	71							
4	0	2	0	66							
5	1	13	0	243							
6	6	99	2	409							
TOTAL ADT	3400	2400	1200	16400							
TOTAL H. COMM. ADT	71	218	26	1466							
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 1 OF 2

FOR

T.H. 5 S.P. 6201-30 LENGTH _____ MILESCOUNTY Ramsey LOCATION From Toronto Avenueto Banfil St.

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	4658	962	592	2386	1383	1027	395	4526	1556	1228	3892
1	129	30	5	61	11	28	3	125	59	27	97
2	41	3	0	5	0	2	0	40	16	1	25
3	19	2	0	3	0	1	0	18	11	0	17
4	17	1	0	1	0	0	0	16	10	0	16
5	55	0	0	0	0	0	0	55	29	1	44
6	281	2	3	4	6	2	2	280	19	3	129
TOTAL ADT	5200	1000	600	2460	1400	1060	400	5060	1700	1260	4220
TOTAL H. COMM. ADT	542	38	8	74	17	33	5	534	144	32	328
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 2 = SINGLE UNIT-3 AXLE TRUCKS 6 = BUSES AND TRUCKS WITH TRAILERS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 2 OF 2

FOR

T.H. 5 S.P. 6201-30 LENGTH _____ MILESCOUNTY Ramsey LOCATION From Toronto Avenueto Banfil St.

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 15 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15							
0	3061	1066	584	3382							
1	50	38	13	100							
2	3	9	1	33							
3	0	6	0	13							
4	0	6	0	12							
5	1	15	0	40							
6	5	120	2	380							
TOTAL ADT	3120	1260	600	3960							
TOTAL H. COMM. ADT	59	194	16	578							
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
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Basic Data, Method and Assumptions

The ADT, DHV and directional distribution for the project location have already been transmitted in TAU 380. As explained in paragraphs 2 and 3 of that report, the 1985 ADT on T.H. 5 will be considerably under the 1970 ADT due to the completion of Interstate 35 immediately north of the project.

The Vehicle Type Distributions for 1970 were calculated by using vehicle type data from similar routes plus a special 16 hour classification count on W. 7th between St. Clair and Jefferson. Similar comparative techniques were used for 1985 and were combined with information from a metropolitan O-D study, the latter used to determine the numbers of heavy commercial vehicles.

The relative numerical constancy of type 6 vehicles (predominantly busses) between 1970 and 1985 accounts for much of the percentage growth of total heavy commercial vehicles between 1970 and 1985. The absolute and percentage growth in types 2-5 between 1970 and 1985 on segment 11 reflect the fact that St. Clair will be one of only a few routes allowed an access to T.H. 35 in 1985, and should, therefore, be the logical "exit" for heavy commercial vehicles originating on W. 7th Northeast of Randolph Avenue.